

The Illustrated War News.

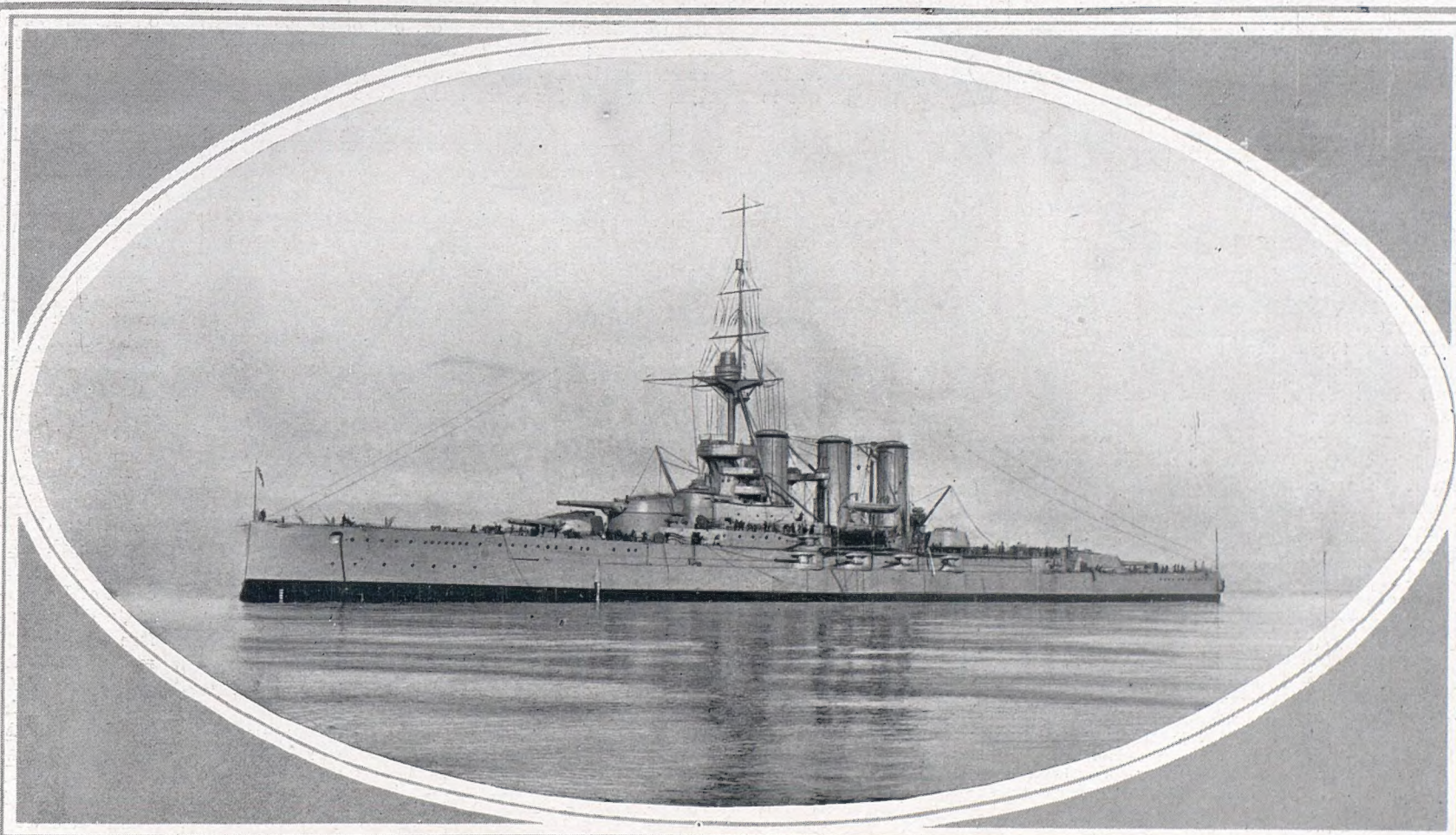


Photo. S. and G.

WITH THE "LION," IN THE FOREFRONT OF THE NAVAL BATTLE IN THE NORTH SEA: THE BATTLE-CRUISER H.M.S. "TIGER."

THE GREAT WAR.

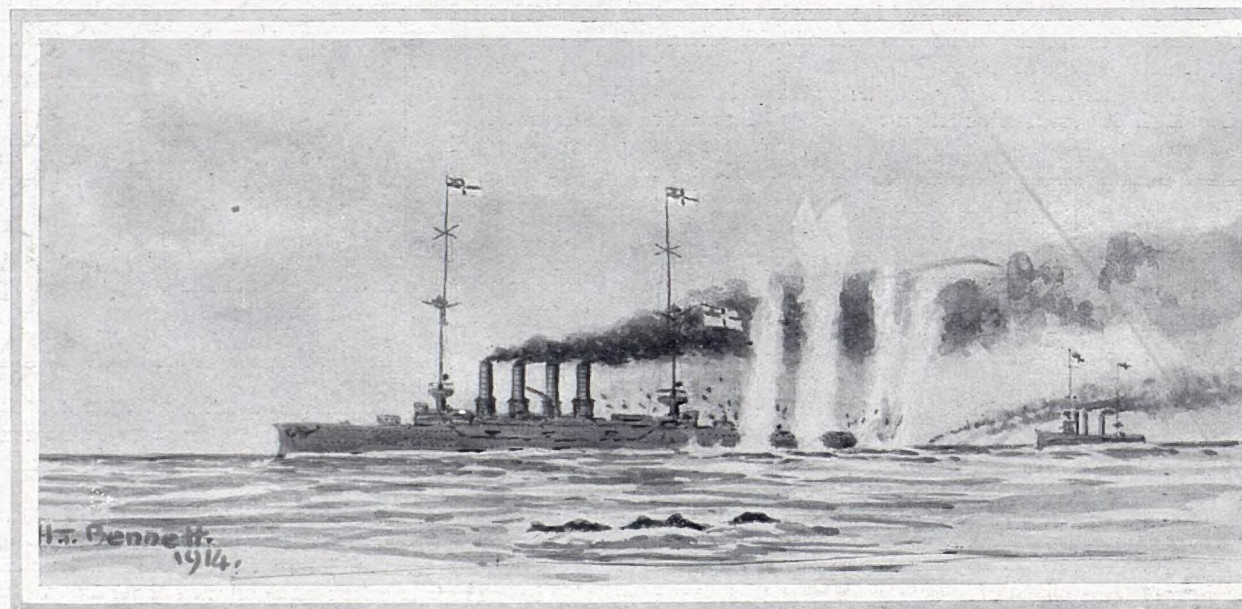
AT a sentimental impulse centring round the not-astonishing fact that the German Emperor has a birthday, all fronts have been engaged in the bitterest of fighting this week, and an appalling toll of death has consequently been offered up as a fit gift for a middle-aged potentate. It is well in keeping with their character that the Germans, who preach the gospel of stern and unrelenting ruthlessness in war, should break out in efforts that have very little more practicality about them than the sentimentalities of school-girls. It is, on the other hand, a psychological aspect of the German character that should not be overlooked in the plans of this war. It points very certainly to the almost fanatic devotion that the German peoples are yet willing to accord to the head of their race. The sparks of vigour and energy have not yet gone out of the German Empire, and it is well to remember these things when the inclination to talk about the war being over in a matter of months tempts the tongue. There is no reason for undue pessimism, but, on the other hand, optimism can be a vice also. The three main thrusts of these German birthday-gift gatherers seem

to have been at Ypres, La Bassée, and in the region of Craonne. Ypres is a step to the coast, and that, no doubt, is its strategical and sentimental value to Germany. The attack made here was never even in sight of success, for the well-handled gun-fire not only smashed in the head of the attacking brigade, but played so effectively on the supports as they were ready to leave their works that they were totally unable to start. At La Bassée, the fighting was closer up, and the enemy at one time made an impression. La Bassée has been a bone of contention for

months, mainly because each side holds positions that threaten the comfort and security of the other. The German attack, carried out with great dash and stubbornness, was directed towards Givenchy, which stands on a firm tract rising above an area of water-logged marshes: from its position, Givenchy dominates both the railway and the canal of La Bassée, and is, therefore, a constant menace to the German line. At the outset the enemy made headway and drove the British away from their outer trenches,

but, thanks mainly to a very strenuous and accurate fire from British and French batteries, the road along which supports must come was made impassable, and a stirring advance by our men, knee-deep through the mud,

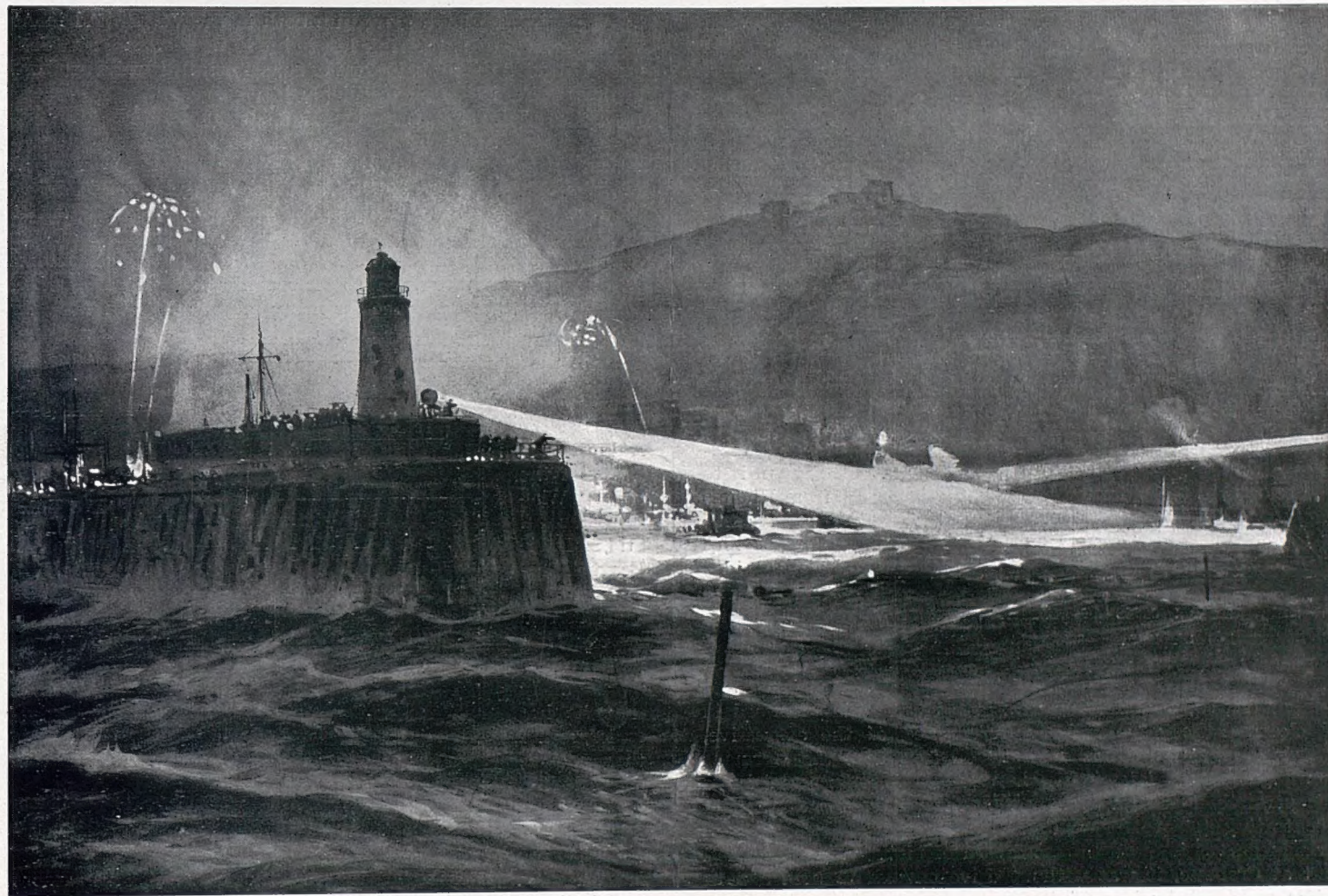
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THE LATEST FROM THE FALKLANDS—THE PART TAKEN BY THE "CANOPUS": THE OPENING SHOTS FIRED AT THE "GNEISENAU" IN DEFENCE OF THE WIRELESS STATION.

This detail, just to hand, of the naval battle off the Falklands is new. The "Gneisenau" and the "Nürnberg" stood in at the outset considerably ahead of the three other German cruisers, and close to the Wolf Rock, off the main island, intent, as a preliminary to the descent on the colony, on shelling and destroying the prominent wireless station at Port Stanley. The battle-ship "Canopus," anchored in harbour as guardship, fired the first shots of the battle at the two Germans. Our illustration (from a sketch made on the spot) shows her opening salvo of three shots striking the water just short of the "Gneisenau."

On the horizon is seen the smoke of the other three German ships.



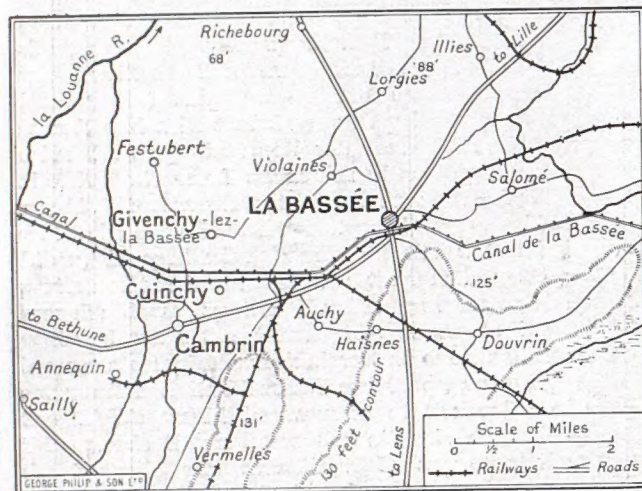
HIGHLY IMAGINATIVE! AN ENEMY-PICTURE OF A GERMAN SUBMARINE TAKING THE AGGRESSIVE (AND REPULSED) AT DOVER, ON JANUARY 12.

Here is a charmingly imaginative picture reproduced from a well-known German paper, which gives it the following description: "The German Submarine Taking the Aggressive at Dover on January 12: The Submarine at the Entrance to the Harbour, Where her Presence was Discovered by Searchlights, and She had to Withdraw from the Fire of the English Batteries." This, it would seem, refers to the

reports from Dover at the period mentioned that two German submarines had been seen off the harbour, that the batteries opened fire, and that the attack was repulsed. A later report said: "The batteries in the eastern forts at Dover opened fire on an object in the water. . . . There is no truth in the report that two German submarines were sunk."

quickly drove the enemy off. Here, too, an attack meant to be launched against the French line, mainly to draw off their attention, was checked on the very parapets of the German works by the keen fire of the gunners. It may be that the assault delivered at Craonne—advanced as it was

in conjunction with attacks in the Argonne—may have had more reason behind it than mere sentiment. As the French are endeavouring to drive wedges into the German line on different points from Rheims to Alsace, with the probable idea of developing their gains into something decisive as spring and



THE SCENE OF THE BRITISH SUCCESS AT GIVENCHY: THE MUCH-CONTESTED DISTRICT ROUND LA BASSÉE—SHOWING ALSO CUINCHY, VIOLAINES, AND VERMELLES.

reinforcements arrive, so, too, the Germans may be thrusting forward in the hope of clearing the ground for a resurgence of the aggressive, probably towards Paris again. It is perfectly obvious that the Germans must do something sooner or later if they hope to make a success of this war, and it is perfectly logical, too, that they must have formed a plan and are concentrating men to forward it.

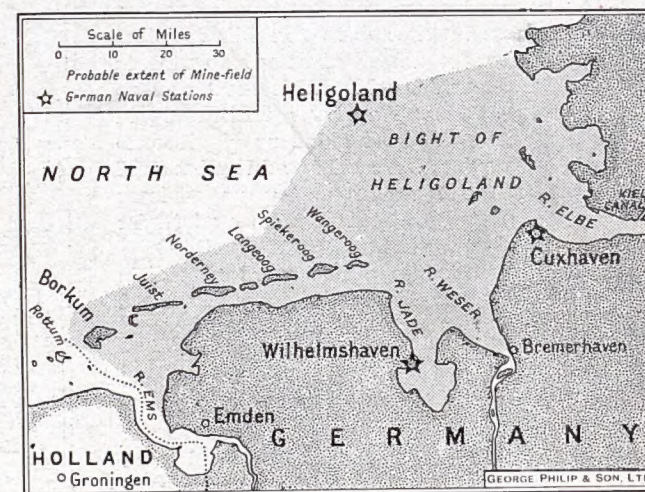
If there was a graver impulse than a dream of birthday glory behind the movement at Craonne, it was without drive enough to beat a path through the French line. Again a trifling success was made at the outset near La Creute, but a rush of French bayonets quickly balanced things, and the line was made whole again. Indeed, though the Germans appear to have tried very earnestly, they were without gains at any point at the end of the week. Failure in attack was registered against them in the Argonne, at Fontaine Madame, and to the south-east of St. Mihiel; more-

over, the French have moved up both in the Vosges and in Alsace. The week, too, was one of terrible loss in life to the Germans: to their unsuccessful must be added the probable loss of 20,000 men. If this is to be the Kaiser's birthday gift, it is an exceedingly bitter one.

Naval affairs, too, have experienced some of the thrills of this quick week. The fight in the North Sea has grown up into a more pronounced success than Sir David Beatty's first modest telegram showed. In addition to the *Blücher*, a ship that was going to startle the world—until Lord Fisher threw down his surprising trump-cards of battle-cruisers—the *Kolberg* appears to have been sunk by the shell-fire of our ships, and two other German ships—the *Derfflinger* certainly, and either the *Seydlitz* or the *Moltke*—have been so thoroughly damaged that their value as fighting units must be gone for many months, if not for all time. Naval casualties, unless ships are sunk outright, are always a matter of speculation, and especially so when the facts are delivered to the world by such an impressionistic genius as the Administrator of the German Wireless Bureau. Still, Sir David Beatty's report is so cautious and unstartling that it seems more likely that he has under, rather than over, stated his facts.

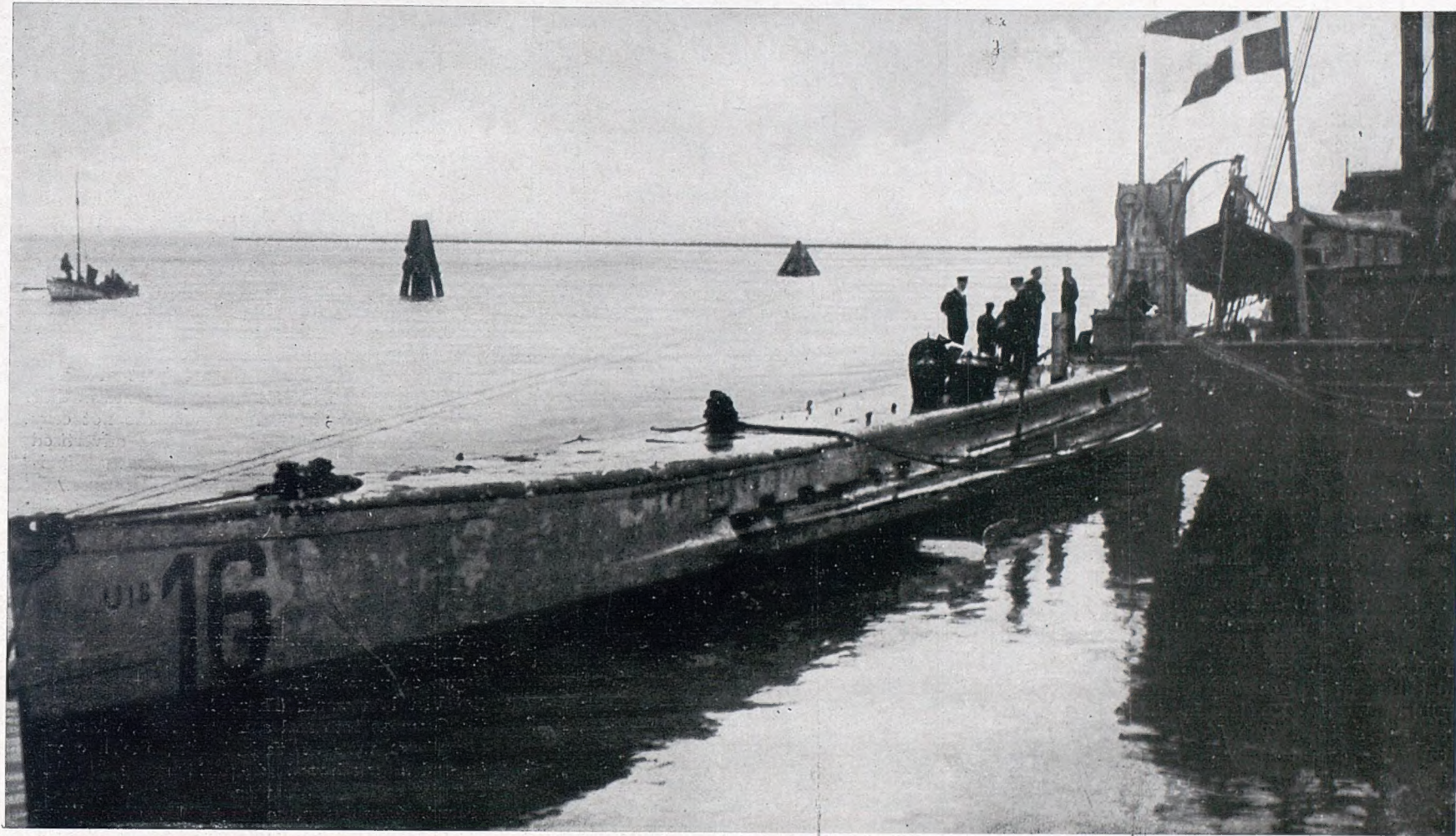
With this affair in the North Sea and the liveliness in the Baltic, the

Admiral of the Atlantic has been having a most trying time. The appearance of unknown, though probably Russian, submarines off the island of Rügen, and the torpedoing of the German fast light cruiser *Gazelle*, is not



WHERE THE SHATTERED GERMAN SQUADRON FLED FOR REFUGE IN THE NORTH SEA BATTLE: THE MINED AREA OFF THE GERMAN COAST, AND THE PRINCIPAL GERMAN NAVAL BASES.

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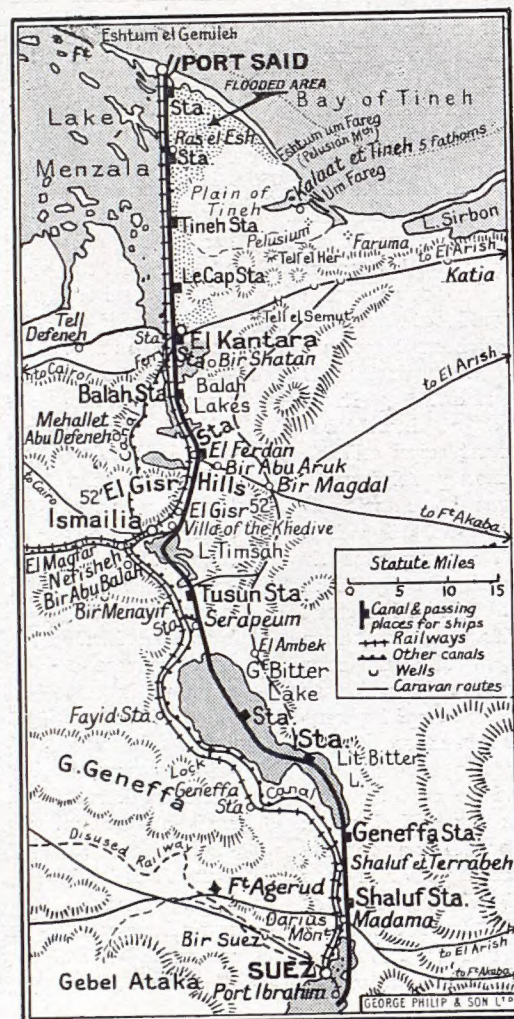
LESS FORTUNATE THAN THE IRISH SEA-RAIDING "U 21": THE DAMAGED GERMAN SUBMARINE "U 16" DETAINED AT ESBJERG.

The German submarine raid in the Irish Sea, on January 30, when the "Ben Cruachan" (1978 tons), the "Linde", of Bangor, and the "Kilcoan," of Belfast (small colliers of 550 and 456 tons), were sunk, or the crews had been given ten minutes to put off in their boats, is further proof that the plan Grand Admiral von Tirpitz fondly believes will starve us out is at least to be tested thoroughly.

On the same day two other ships were sunk in the English Channel. The idea is to destroy the shipping which brings us supplies. The "U 21"—if that was the craft—was lucky. All German submarines are not so fortunate. Our illustration shows the "U 16," which, with damaged machinery, put into the Danish seaport, Esbjerg. Her officers have been detained.—[Photo. by C.N.]

only a success to the Allies—it is a point that may have real meaning. Von Tirpitz has promised to paralyse our sea-borne shipping with his submarines, but if this movement on the part of the Russians is a prelude to graver attacks, the Admiral will have as much work as he can do to prevent the closing of one of the very few channels of German supplies. Russia is not inspired with the German Admiral's spirit of frightfulness, but ship-owners are creatures easily scared, and a hint of danger may be enough to drive the cargo-boats off the sea. The Baltic, also, has witnessed an attack of a Zeppelin and recorded its somewhat striking failure. A dirigible, said to be one of the latest Zeppelin type, raided Libau, dropped nine bombs on the unfortified portion of the town, and was then rather easily brought down by the Russian gunners as she ventured near the forts. She seems to have become a complete wreck almost at once, and her crew, after a half-hearted resistance, were captured. We would know more of the value of this episode if we knew the altitude at which the Zeppelin was travelling. In any case, the utter wreck of the air-ship does prove the contention that, once within range, the Zeppelin is probably the most vulnerable and easily destroyed tool used in this or any war.

On the southerly seaboard, that of the Black Sea, naval energies have not been languishing either. The Petrograd communiqué of Jan. 30 details a string of chasings and damagings accomplished by the Russian Fleet, notably by the torpedo flotillas. The *Medjidieh* and *Breslau*—the latter seems to share the *penchant* for running away common to German warships—were sighted and chased by the Russian fleet; on another day Russian torpedo-boats sank several sailing-vessels, and the same light craft attacked, with great daring, Trebizond and Rize, where batteries were silenced, troops were dispersed, and stores and barracks damaged. The mere fact that Russia can, with impunity, employ torpedo-



WHERE THE TURKS ARE ATTEMPTING TO INVADE EGYPT: THE SUEZ CANAL—SHOWING EL KANTARA, THE SCENE OF THE FIRST SKIRMISH, AND KATIA, OCCUPIED BY TURKS.

boats to bombard the Turkish coast speaks volumes. It means, if it means anything, that in the Black Sea Ottoman naval power has declined to absolute impotence, and that all thoughts of using the sea as a highway for transporting troops to the Caucasus must be abandoned.

The remaining particle of naval news—the information that a German submarine has appeared in the Irish Sea and has sunk two, and possibly three, ships within forty miles of Fleetwood—is unpleasant. However, until we know from future events the value of the vessel's work against our mercantile marine, we have no real reason to feel anxious. All the vessels of this nature that have been sunk by hostile submersible craft have been small, and this, taken with the fact that the German boat seems to have been working near the route of greater and more important vessels and yet did not attack them, may mean that attacks on the main traffic routes are not easy or free from risk. The German has advertised his intentions pretty thoroughly, so that it is exceedingly probable that our naval authorities have taken him at his word and prepared for submarines at points where our sea-borne trade might be vulnerable.

On the Eastern fronts events have developed strikingly in meaning and in purpose. After having allowed von Hindenburg to exhaust his strength in fierce thrusts at a line capable of parrying them with equanimity, Russia has begun to move. Her menacing advance along the Vistula towards Thorn has been distracting the Germans into real anxiety; then, when German fears were at their height, the line was expanded northward from Mława into East Prussia, and another thrust was made upward through Gumbinnen, so that Königsberg, Tilsit, and their communications are again in danger. The Russian advance makes ground with steady imperturbability, though the Germans are fighting vigorously. The move has great meaning, since, if it is successful, it will swing the Russians round

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BY THE SCENE OF THE SMALL NATIVE REBELLION IN NYASALAND: THE K.A.R. PUTTING OFF FROM THE BAR AT FORT JOHNSTON.

The Press Bureau issued for publication on February 1 a statement containing the following: "... an outbreak of natives has taken place in the Shiré highlands between Zomba and Blantyre, the Anguru tribes being chiefly concerned. On the night of January 23, the rebels attacked the whites on Mr. A. L. Bruce's estate at Magomera, killing three . . . and wounding one . . . ; three white women and five

children were carried off, but were subsequently released. An attack was then made upon a store at Blantyre, and the watchman killed; arms and ammunition were seized, but no attack was made upon the whites. The Governor [of Nyasaland] reports that the situation is well in hand." Port Johnston is a station at the outlet of the Shiré from Lake Nyasa. The K.A.R. are seen putting off in barges.

the strong German positions about the Masurian Lakes, which have proved insurmountable to Russian advance hitherto. It will also serve the purpose of distracting attention and reinforcements from the



PAYING TRIBUTE TO BRAVE DEAD OF HIS VICTORIOUS FORCE: ADMIRAL BEATTY ATTENDING THE FUNERAL OF THREE MEN KILLED ON BOARD H.M.S. "TIGER."

The admiration of his men for Admiral Beatty is returned by his kindness and solicitude for them, and it was a characteristic tribute which he paid to three brave men who lost their lives on H.M.S. "Tiger." With Admiral Beatty, at the graveside, is seen Captain H. B. Pelly, of the "Tiger." The mourning party of bluejackets numbered about four hundred.—[*Photograph by Smith.*]

Galician and Carpathian fronts. Desperate efforts have been made to strengthen both these points. In Galicia the Russian advance on Cracow threatens not only an exceedingly valuable industrial province, but also, should the Russians break through, they will interpose between Austria and Germany, and cut off from the main field of war all those troops concentrated in Transylvania and on the Serbian border. The Austro-German Staff have shown their anxiety with regard to Transylvania by diverting towards the Carpathians and the Roumanian border much of

the strength concentrated to invade Serbia. In parts this move has succeeded, and Russia has had to concede ground, but they have balanced this by gains elsewhere, near Dukla and in the Jazliska-Baligrod district in particular, where not only were they successful, but guns and many prisoners were taken. In Persia, too, Russia has very quickly turned the tables on the Turk, and, after keen fighting, Tabriz has been recaptured.

The news that there has been fighting near the Suez Canal startled some people, and led others to surmise that the prospective invasion of Egypt was already all but accomplished. The news, of course, means nothing of the sort, and it is not even startling. The force that was engaged by, and showed such reluctance to close up with, one of our patrols in the district east of El Kantara is probably no more than part of the advance screen of the invading army. Advance screens are light columns pushed out many miles ahead of the main body, and their value lies solely in reconnaissance. The German advance screens were all over Belgium, and even to Ostend, in the first days of the war, and it was weeks before an army followed them. The desert and its difficulties still stretch before the Turks, and when those are surmounted there is a surprisingly strong force of troops waiting for them in excellent positions along the Canal; so that, dissatisfied as they appear to be now, their dissatisfaction should gain a considerable increase when they have at length arrived within striking distance of our men.

LONDON: FEBRUARY 1, 1915.

W. DOUGLAS NEWTON.



"THEY ALSO SERVE—": A GOVERNMENT BADGE FOR CIVILIANS DOING WAR SERVICE.

The Admiralty has very properly impressed, by poster, on men employed in dockyards and in factories, building the King's ships or making munitions of war for use against the enemy, that they are doing good service for their country, that they are to "hurry up with the ships and guns," and that "the bench is as important as the trench." Now, to the men so employed who are eligible for military service, the Admiralty has issued the button-hole badge which we illustrate, all the wearers of which are registered.

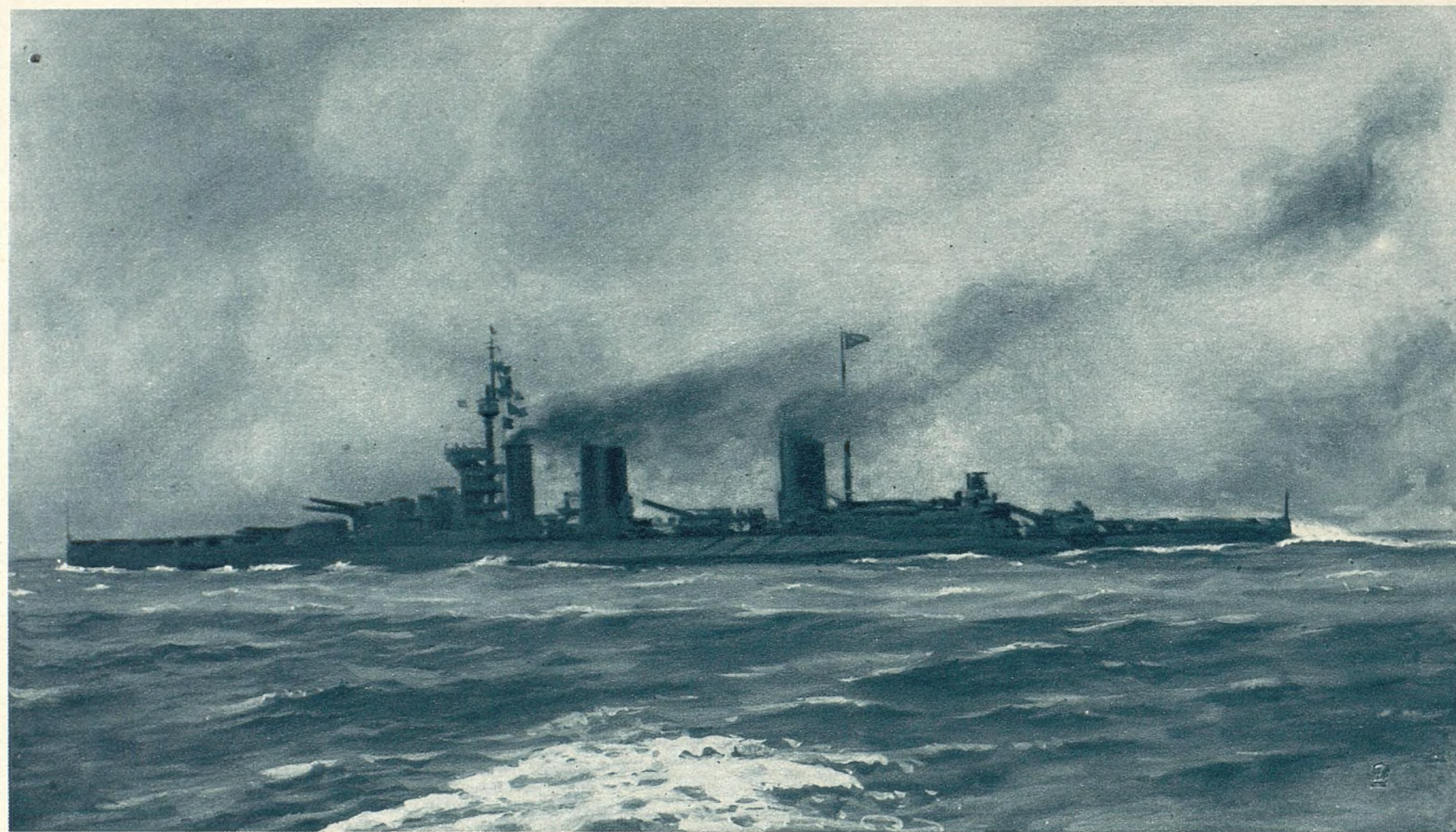
Photograph by A. Y. McGill.



THE PRIEST IN RUINED RHEIMS: ON THE WAY TO BLESS THE GRAVES OF FRENCH SOLDIERS KILLED ON THE FIELD OF HONOUR.

The clergy of France are proving themselves true sons of the Church Militant, for at least twenty-two thousand priests are known to be on active service. There are also many who, like the one seen in our illustration, devote themselves to celebrating the solemn rites of the Church amid the harsh environment of war. The priest in the war-area no longer suggests Pope's well-known line: "Priests, tapers,

temples, swim before my sight"; yet, in the pathetic picture which we give, there is dignity in the simple little procession of priest and acolytes, soldiers and sorrowing women, passing amid the ruined walls of Rheims, on their way to the blessing of the graves of soldiers who have died for their country. From the outbreak of hostilities the Church has done noble work both for the living and the dead.



"DEPRIVED OF A GREATER VICTORY BY AN UNFORTUNATE CHANCE SHOT": A REMARKABLE PHOTOGRAPH OF H.M.S. "LION" IN THE NORTH SEA BATTLE.

In his "preliminary telegraphic report" of his great naval victory in the North Sea on January 24, Vice-Admiral Sir David Beatty writes: "At about 11 o'clock, unfortunately, a lucky shot damaged one of the 'Lion's' feed-tanks, causing the port-engine to be stopped. At the same time enemy submarines were observed on the starboard bow, and a course was steered to avoid them. . . . The 'Lion,' with

an escort, steered to the north-west, steaming with one engine, and I transferred my flag to one of the destroyers, and subsequently to the 'Princess Royal.' Through the damage to 'Lion's' feed-tank by an unfortunate chance shot, we were undoubtedly deprived of a greater victory. . . . The damage to 'Lion' and 'Tiger' is in neither case serious."—[By Courtesy of the "Illustrated London News."]



REDUCED IN NUMBER BY THE ACTION OF THEIR OWN AIR-CRAFT: RESCUED OFFICERS AND MEN OF THE "BLÜCHER" IN EDINBURGH.

When the German cruiser "Blücher" had been sunk in the North Sea battle, the British light craft devoted their utmost energies to the humane work of rescue. It is said that many more Germans might have been saved but that a Zeppelin and several German aeroplanes arrived over the scene and proceeded to drop bombs, thus stopping the work of rescue, as the British destroyers were obliged to

scatter. The first batch of fifty survivors of the "Blücher" landed at Leith, and, taken to Edinburgh Castle, were followed later by some two hundred more. They included the Captain, who was suffering from shock. In the photograph, taken at the Black Watch South African Memorial in Market Street, Edinburgh, several German naval officers may be distinguished. [Photo. by Illustrations Bureau.]



WITH HER CREW SINGING PATRIOTIC SONGS AS SHE WENT DOWN: A REMARKABLE PHOTOGRAPH OF THE GERMAN

In announcing the British naval victory of January 24, in the North Sea, the Admiralty stated:—"At about 9.30 a.m. action was joined between the battle-cruisers 'Lion,' 'Tiger,' 'Princess Royal,' 'New Zealand,' and 'Indomitable' on the one hand, and 'Derfflinger,' 'Seydlitz,' 'Moltke,' and 'Blücher' on the other. A well-contested running-fight ensued. Shortly after one o'clock 'Blücher,' which had previously fallen out

of the line, capsized and sank. . . . One hundred and twenty-three survivors have been rescued from 'Blücher's' crew of 885, and it is possible that others have been saved by some of our destroyers." It was afterwards reported that fifty of the "Blücher's" crew had been landed at Leith, and taken to Edinburgh Castle, and, later, that 200 more had been conveyed to Edinburgh. Among them was their Captain, suffering

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THE GERMAN ARMOURD-CRUISER "BLÜCHER," TAKEN SHORTLY BEFORE SHE SANK, DURING THE NAVAL ACTION IN THE NORTH SEA.

rescued from
destroyers." It
to Edinburgh
Captain, suffering
from shock. Our correspondent (an eye-witness of the action) says that while the "Blücher" was sinking, her crew were singing patriotic songs on deck. They can just be distinguished in the photograph crowded aft (to the left in the illustration). The "Blücher" overturned and sank by the stern, with the crew running and sliding first down her deck and then her side. The British boats went to the rescue

with all speed. The "Blücher" had been crippled by the "Lion," but was sunk, it is said, by a shot from the "Princess Royal." The "Blücher," which was the most powerful pre-Dreadnought cruiser in the world, was a ship of 15,550 tons, carrying twelve 8½-inch and other guns.—[Copyright Photograph Reproduced by Courtesy of the "Illustrated London News," in the Current Issue of which is a large Reproduction.]



NOT RECEIVING A BIRTHDAY PRESENT! NEWS—AND PRISONERS—BROUGHT TO THE KAISER AND THE CROWN PRINCE. DURING A BATTLE.

This illustration is from a German newspaper, and reproduces a painting of the Kaiser and the Crown Prince in France in rear of where a battle is raging. The Kaiser is near his motor-car, with the Crown Prince behind, receiving information from a mounted staff-officer, behind whom are the Imperial orderlies. The sky in the background is of a lurid red from blazing French villages, with dark smoke rolling

heavily across. For his Majesty's encouragement three French prisoners are grouped in the foreground. The artist, by some unaccountable lapse, has not included any prisoners from "French's contemptible little army." Amid similar surroundings, quite possibly, on Wednesday, January 27, the Kaiser waited near the battlefield for that birthday present of the striking victory his soldiers and sailors failed to give him.



AS IT DID NOT HAPPEN: "GERMAN ARTILLERY DRIVING OFF THE ENGLISH FLEET FROM THE BELGIAN COAST"—AN ENEMY PICTURE.

"An admixture of a lie," says Lord Bacon in one of his Essays, "doth ever add pleasure." That, possibly, is why most of us find certain of the German official news-bureau wireless reports which our Marconi telegraphists intercept and supply to the newspaper-offices, such entertaining reading. The title of the illustration given above, which we reproduce from a German paper, is "The German Artillery

Driving Off the English Fleet from the Belgian Coast." On the other hand, as a fact, the enemy has not been able to do that on a single recorded occasion; while our naval gunners of the "Venerable" and the monitors have repeatedly got their 12-inch and 6-inch shells home on the German gun-positions, putting out of action the enemy's heaviest guns.

Little Lives of Great Men.

III.—SIR DAVID BEATTY.

THE hero of what is known as "the Battle of the Bight," that dashing engagement described by cautious naval critics as "a brilliant little scrap," is Vice-Admiral Sir David Beatty, commanding the First Battle-Cruiser Squadron in the North Sea. Sir David was born forty-four years ago, and is the son of Captain D. L. Beatty, of Borodale, County Wexford. Like so many of our eminent Commanders, he has that fighting Irish blood which brings victory out of hazard, and the Heligoland affair was only an earnest of bigger things to come when the hour struck. Entering the Navy in 1884, Sir David Beatty saw his first war service in the Soudan in 1896-7. In 1898, serving with the gun-boats on the Nile, he won the Distinguished Service Order, was mentioned in despatches, received the Egyptian medal and the Fourth Class of the Order of the Medjidie. On that occasion he was also promoted to the rank of Commander, in recognition of his services. Further promotion came to him in 1900 for his gallant conduct in China, during the suppression of the Boxer Rising. On June 17 in that year the Taku Forts opened fire on the ships of the Allies, but were speedily attacked and captured. Two days later two Chinese field-guns, placed near the railway embankment opposite the British Concession, began to give trouble. Commander Beatty, of H.M.S. *Barfleur*, taking three companies of bluejackets, crossed the river and manœuvred until they came within some two hundred yards of the guns, which they intended to rush.



BRITISH COMMANDER IN THE NORTH SEA VICTORY:

VICE-ADMIRAL SIR DAVID BEATTY.

PHOTOGRAPH BY SPRAIGHT.

other vessels, winning a complete victory in the first battle of Dreadnoughts. The hobby of Sir David's leisure is yachting.

At the same time a detachment of Russians moved out in support, and while the British party was waiting for these to come up a strong force of Chinese poured in a heavy fire from behind a mud wall on the right of the position. Commander Beatty and several other officers were wounded, the Commander twice; but, disregarding his hurt, he continued to urge his men on. The exploit won him his Captaincy. In 1901 he married Ethel, only daughter of Senator Marshall Field, of Chicago. He has two sons. In 1910 he was promoted Rear-Admiral, and in 1912 he became Naval Secretary to the First Lord of the Admiralty. Sir David took up his present command in July 1913. He was created K.C.B. in 1914. His flag-ship is the *Lion*, and the other vessels of the squadron are the *Queen Mary*, the *Princess Royal*, and the *New Zealand*. In the first days of the war experts prophesied that Beatty would handle his ships with consummate skill and daring. These qualities the enemy, forcibly deprived of the *Mainz* and a cruiser of the *Kolberg* class, had good reason to appreciate as an earnest of further punishment. Nor had the enemy very long to wait. On Jan. 24 Sir David Beatty, with the First Battle Cruiser Squadron, sighted the German Cruiser Squadron, the "baby-killers" of Scarborough, on their way to give our East Coast a pleasant Sunday afternoon. As soon as the Germans saw the British they fled. Beatty gave chase, sank the *Blücher*, and heavily damaged two



FOR BLOWING-UP ENEMY WAR-SHIPS: A SUBMARINE MINE EXPLODING.

A new explosive, troto-gelatine, has recently been invented by an American officer, Lieutenant C. H. Woodward, for mines both submarine and subterranean. Submarine-mines are, of course, an important factor in the naval war. In the North Sea battle, as the Admiralty stated, the retreating German battle-cruisers "reached an area where dangers from German submarines and mines prevented further

FOR BLOWING-UP TRENCHES AND POSITIONS: A LAND-MINE EXPLODING.

pursuit." Land-mines have been less used than might have been expected from the underground character of the war in Flanders, because after digging down seven or eight feet water is found. Still, mining has been employed considerably. "Eye-Witness" described how British sappers blew up a farm, and that cavalry had even been employed in mining operations.—[Photos. by Illustrations Bureau.]



TYPES OF AN ARMY EXPECTED SOON TO TAKE PART IN THE WAR: ROUMANIAN INFANTRY, ARTILLERY, AND AMBULANCE-MEN.

It was estimated recently, by a well-known military expert, that Roumania would be able to take the field with some 250,000 infantry, 18,000 cavalry, 800 guns (600 of them of modern type), and 300 machine-guns; while, on the existing system of obtaining recruits, she could probably soon bring her field-force above 300,000 men. The Roumanian infantry are armed with the 256-calibre Mannlicher

magazine-rifle, and the artillery use the 75 mm. Krupp quick-firing gun. On a peace-footing the Roumanian Army had 5460 officers, 98,000 men, and 21,500 horses. Our photographs show: (1) Roumanian Red Cross ambulance-men, with stretcher-poles; (2) Roumanian infantry; (3) Relief of guard of Chasseurs, at the Palace of Sinaia; and (4) Roumanian artillery.—[Photos. by Chusseau-Flaviens.]



ENGLISH; AND AN ALLY TO, BE? THE QUEEN OF ROUMANIA.

At the moment of writing, the trend of events—notably the loan of £5,000,000 by the Bank of England to the Bank of Roumania, and the statement in the "Petit Journal," on the authority of M. Istrati, the well-known Roumanian statesman, that Roumania's intervention in the war will take place in a very few weeks, points to an imminent development which may result in the addition of Roumania to



A POTENTIAL ALLY OF THE ALLIES KING FERDINAND OF ROUMANIA.

the group of the Allies. In these circumstances, our portrait-studies of the beautiful Queen of that country, and her little daughter, Princess Ileana, are of exceptional interest, her Majesty being a daughter of the late Prince Alfred, Duke of Edinburgh. H.M. King Ferdinand succeeded to the Throne of Roumania upon the death of his uncle, King Charles.—[Photos. by Franz Mandy.]



AN IMPORTANT FACTOR IN THE RUSSIAN ADVANCE: RUSSIAN ENGINEERS DOING INVALUABLE WORK IN CONSTRUCTING RAILWAYS UNDER DIFFICULTIES.

The Engineers of the Russian Army have done invaluable work during the war. They have laid many miles of new lines over difficult country in record time; they have dug transport-tracks through mountainous districts with equal expedition, and have shown great resource and scientific skill in maintaining the Army's communications. Their services have been the more creditable in view of the hard weather

conditions and the resulting bad state of the ground with which they have had to contend. In a recent *résumé* of the Russian operations, Professor Pares, who is with the Army as British representative, wrote regarding the wonderful spirit of the Russian troops: "The enthusiasm of those entrained for the front or of those who are bringing up the trains is just as great as of those engaged."—[Photo. by Record Press.]



FOUNDERED OFF THE NORTH OF IRELAND OR MINED: H.M.S. "VIKNOR"—FORMERLY THE "VIKING," A HOLIDAY-CRUISER AMONG THE FJORDS.

The following announcement appeared in the papers of January 26: "The Secretary of the Admiralty regrets to announce that the armed merchant-vessel, his Majesty's ship, 'Viknor,' which has been missing for some days, must now be accepted as lost with all officers and men. The cause of her loss is uncertain, but, as some bodies and wreckage have been washed ashore on the north coast of Ireland,

it is presumed that, during the recent bad weather, she either foundered or, being carried out of her course, struck a mine in the seas where the Germans are known to have laid them down." The "Viknor" was formerly well known to the public as the "Viking," a pleasure-cruising steamer visiting the Norwegian fjords, where, indeed, she was touring only last June.—[Photo, by Beckett.]



THE KAISER ON HIS BIRTHDAY: A PICTURE PUBLISHED SOME DAYS BEFOREHAND!
The Kaiser, according to a Dutch telegram, spent his birthday in Belgium, and was seen next day near Ypres. Our illustration (from a German paper published some days before the 27th), shows the "All Highest" War Lord affably chatting with a humble artillery private, close to the guns of a battery in action. The careworn, almost haggard, expression on his face makes a tell-tale portrait.



THE TORPEDOING OF BRITISH MERCHANTMEN: GRAND-ADMIRAL VON TIRPITZ.
It was Grand Admiral von Tirpitz, the Head of the German Navy, who outlined the infamous plan of "torpedoing every English and Allied ship that nears the British coast, thus cutting off the greater part of Britain's food-supplies." The torpedoing by German submarines of the "Malachite" and "Primo" in the Channel, the "Glitra" off Norway, and the "Durward" is the result.



GERMANISED BY VON SANDERS' "MISSION," LIKE THE REST OF THE OTTOMAN FORCES: A TURKISH REGIMENTAL DRUM-AND-BUGLE BAND.

We see here the drum-and-bugle band of one of the Turkish Line regiments now on the march for Egypt. It may be taken as typical of the modern Turkish Army bands, as remodelled and re-uniformed on German lines. The uniforms are of the pattern introduced since the Balkan War, as one of the reforms of General von Sanders' "mission." A Germanised pattern of uniform had been decided on

for the whole Turkish Army before that war, and orders had been placed in Germany, but the new clothing for most regiments did not arrive till the war was over. The drums and wind instruments are of the German Army type, also certain uniform details, such as the bandsmen's shoulder "wings."—
[Photo. by Underwood and Underwood.]



CROSSING THE VISTULA: RUSSIAN TROOPS ON

The Vistula, the great river of Poland and of Eastern Europe, has figured prominently in the operations of the Russians in their continuous battling with Von Hindenburg's army. In particular, there has been severe and incessant fighting between Warsaw and the German frontier near Thorn, through the centre of which district the Vistula runs. The Bzura and Rawka, on the banks of which some of the most desperate conflicts of the whole war have taken place, are two tributaries of the Vistula in this quarter of the principal Russian war-area.

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TROOPS ON THE MARCH ACROSS A PONTOON BRIDGE.

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n war-area.

The Vistula traverses the general front of the Russian centre or main army, between Mlava to the north and Lovicz and Lodz to the South—places whose names have become familiar as scenes of several fiercely contested actions during the German advances on Warsaw. Our illustration shows Russian troops crossing the Vistula on a pontoon bridge during a battle. Across the river, to the right of the bridge, artillery is seen in action. [After a Photograph by Illustrations Bureau.]



FIGHTING THE RAIN AND THE FLOODS: BALING IN THE BRITISH TRENCHES.

Rain and snow and slush do not tend to comfort in the trenches, though the troops make the best of it and everything possible is done to mitigate the conditions. Recently, it is said, wader-stockings have been ordered, and various means are taken to keep the trenches reasonably dry. "The problem of how best to get rid of the water," wrote "Eye-Witness" recently, "is one which is engaging the



LIKE A GIGANTIC SOUP-LADLE: A BRITISH IMPLEMENT FOR BALING IN THE TRENCHES.

attention of both sides. Muddy water has been found difficult to pump, but this difficulty is being overcome. Continual baling and pumping are required." Again, he says: "As a consequence of the recent heavy and almost continuous rain, the struggle against the forces of Nature has assumed almost greater importance than that being waged against the enemy."—[Photos. by Newspaper Illustrations.]



"READY; AYE, READY!": BATTLE-SHIPS OF THE GRAND FLEET KEEPING WATCH AND WARD IN THE NORTH SEA.

The North Sea fight of January 24 should make clear to all in the British Isles the invincible power of the Navy and its effectiveness as the guardian of our homes. Not only are further coast-bombardment raids impracticable until the damaged German cruisers are made seaworthy—a matter of some time—but also check is called to the constant German invasion-threats. The calm confidence with which the

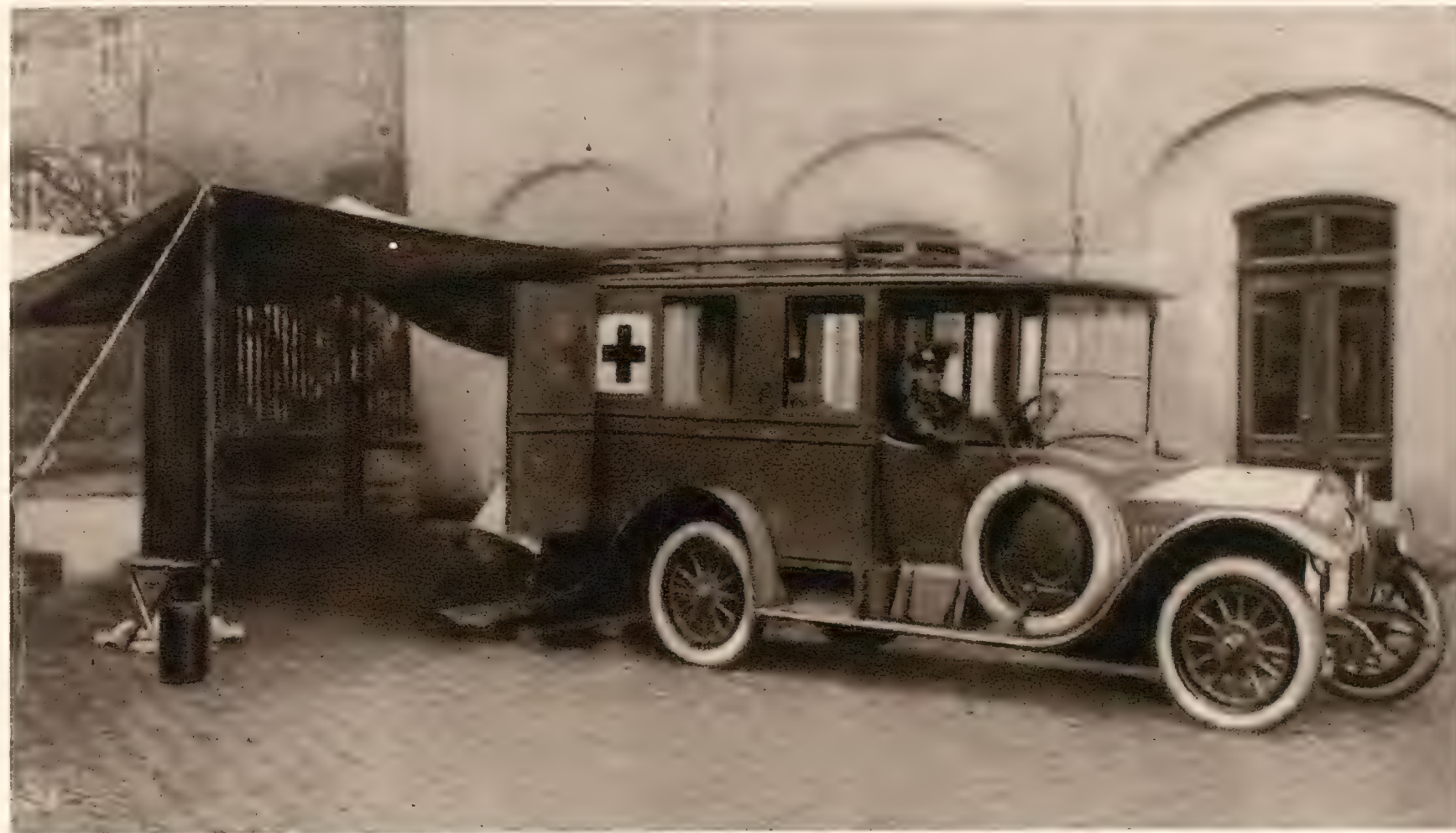
Grand Fleet, well aware that knowledge of the High Sea Fleet leaving port would reach it in ample time to prepare for battle, regards the tall talk of Von Tirpitz and various German retired Admirals is brought out in our photograph showing battle-ships cruising with deck-gear replaced and bulwark-rails shipped, as in ordinary times.



NOT SYMBOLISING THE ATTITUDE OF ALL GERMANY'S ALLIES! A HUNGARIAN FLAG. If all accounts be true, Austria and Hungary are not particularly pleased with their great Ally, Germany. Therefore, the flag reproduced cannot be said to symbolise the attitude of all Hungarians. It is by a Hungarian woman lace-maker, and has been presented to the German Ambassador in Vienna as a gift for the German Emperor. In the centre are a German and a Hungarian soldier shaking hands.



A GERMAN MOTOR-CAR ACTIVE-SERVICE CHURCH: THE ALTAR OF THE CAR. On the opposite page, we give a photograph and some details of the automobile chapel presented to the German Army in the field by the Cardinal Archbishop of Cologne. As we note there, the back doors of the car, opening out, disclose the altar and form its sides. As a rule, a tent is placed in front of the altar, and one end of this attached to the top of the car.



AN AUTOMOBILE ALTAR: A CAR-CHURCH FOR GERMAN SOLDIERS IN THE FIELD—ALTAR FACING THE TENT.

The Cardinal Archbishop of Cologne has given a singularly practical illustration of the resourcefulness, as well as the anxiety, of the Church in the administration of the consolations of religion to soldiers on active service. By the generosity of his Eminence, who provided the money for the novel undertaking, a chapel on wheels has been built up with considerable ingenuity. It is the size of an ambulance-van,

is painted grey, and bears conspicuously a Red Cross. The altar, reverently and beautifully constructed, is placed at the back of the car, and a tent is arranged as a protection against rain and bad weather. The doors of the car, opening out, form the sides of the altar. Priest Count Spee, who was formerly an officer in the Army, accompanies this remarkable chapel on its beneficent work.



THE GREAT RISE OF THE AISNE WHICH CHECKED THE FRENCH AT SOISSONS: A CAUSEWAY IN THE FLOODED DISTRICT.

"In the operations in the region of Soissons," wrote the French Eye-Witness, "we achieved some splendid successes, but the rise of the Aisne, which destroyed the permanent bridges and the foot-bridges, unfortunately prevented us from following them up. The enemy took advantage of this situation to make a violent attack on us, which cost us some guns of heavy calibre that could not be removed.

Before abandoning them, however, we rendered them useless. The withdrawal, which was forced on us by the destruction of the bridges, was carried out in good order, and was a purely local affair." In the background of the photograph, beyond the river, is a farm, in which some wounded men were sheltering. The French declare that the Red Cross flag on it drew the fire of the German artillery.



ONE THAT RESISTED THE FLOOD WHICH CHECKED THE FRENCH: A BRIDGE BUILT ON PILES OVER THE SWOLLEN AISNE.

"In the night of the 11th and 12th," writes the French Eye-Witness in giving details of the fighting at Soissons, "the rise of the Aisne, which had increased, carried away all the bridges of Villeneuve and Soissons with the exception of one. This destruction, coinciding with the German attack, complicated our situation. . . . The breaking of the bridges made the bringing-up of reinforcements a very difficult

matter. . . . On the 13th . . . the arrival of reinforcements was more and more delayed. In fact, the wooden bridge over which they would have to pass was carried away by the increasing rise of the Aisne, and there only remained the bridge at Venizel, and the road leading to it was surrounded on two sides by the floods. Both bridge and road were also under the fire of the enemy."



WITH CART-WHEEL AS TURN-TABLE: A FRENCH ANTI-AIR-CRAFT MACHINE-GUN.

As our photographs show, the French have shown their accustomed ingenuity in adapting machine-guns for use against air-craft. The left-hand photograph shows a machine-gun attached to a wheel, which, with its axle fixed upright in the ground, has been placed horizontally to act as a turn-table for the gun, which can thus be easily moved round and pointed in various directions. The correspondent who



LOOKING FOR GERMAN AIR-CRAFT: A FRENCH MACHINE-GUN POINTED SKYWARD.

supplied this photograph states that the men working the gun shown in it succeeded in disabling a German Taube aeroplane. Apropos of anti-air-craft guns, it may be recalled that the Russians by their means recently brought down a Zeppelin which had attacked Libau; also that in the British naval air-raid on Cuxhaven, "two Zeppelins were easily put to flight."—[Photos by Illustrations Bureau and Alfieri.]



DURING AN ENFILADING FIRE WHICH KILLED ALL THE MACHINE-GUN SECTION AND OTHERS: FRENCH SENEGALESE DURING ACTION.

This battlefield photograph records a notable instance of the pluck and coolness of the Senegalese infantry, who are at the front in France. Sent forward to lead an attack, a battalion of Senegalese were enfiladed by an unexpected burst of musketry from Germans in concealment. The fusillade struck down the entire machine-gun section, with other men near by. The unwounded "blacks" unflinchingly stood

their ground and replied to the enemy's musketry, calmly firing over the bodies of their comrades until reinforcements arrived. One of the wounded Senegalese (seen in the centre of the photograph), unable to fire, coolly sat up among his fallen fellows, with rifles firing close to him on either side, and, resting on one elbow, drew out his rations and ate his dinner.



A DUMMY GUN AND GUNNERS ON A RAFT: A RUSSIAN RUSE TO DRAW THE GERMAN FIRE AND ASCERTAIN THE ENEMY'S STRENGTH.

The German paper from which this interesting photograph is taken describes it as follows: "The Russians made this raft and put on it some scarecrows in uniform and an imitation gun. They let it float down the Memel River near Ragnit at dusk, in order that the Germans might fire on it, and thus they would obtain information of their strength and position. This ruse was, however, detected, and

the plan failed." The Memel is the name given to the last seventy miles of the Niemen, where it flows through the north-eastern corner of East Prussia, passing Tilsit. The greater part of the Niemen's five hundred miles' course is through Russian territory. In the Pillkallen district, of East Prussia, a little south of the Memel, the Russians recently resumed the offensive.



TURKISH PRISONERS GOING ON BOARD A PRISON-SHIP IN THE SHAT-EL-ARAB: AFTER THE ANGLO-INDIAN OCCUPATION OF BASRA.

Basra, the famous port on the Shat-el-Arab, was occupied by the British forces from India on November 21, after the defeat of the Turks on the 15th and 17th. A British officer who was present at these battles, wrote shortly afterwards: "We have crowds of prisoners, Turks and Arabs, in all sorts of kits. . . . Parties have been scouring the desert all day. There has been a stream of wounded Turks and Arabs

brought in, also a lot of prisoners. The former, poor, wretched devils, had been lying out since the 17th, mostly in scanty clothing, and it is a marvel they are not dead, having been without food and water all the time. Prisoners seem quite happy, and the men have been supplying them with *chupatties* to supplement their ration (of dates only!)."



BRITISH "ASCENDANCY" IN THE MATTER OF MILITARY CLOTHING: OFFICERS WEARING THE NEW MACKINTOSHES AND RUBBER BOOTS.

It is satisfactory to note that besides the "ascendancy" which our airmen and artillery and individual soldiers generally have established over the enemy, they also have the advantage in personal equipment. "As regards physical well-being," wrote "Eye-Witness" the other day, "it is doubtful if the German troops are so favourably situated as our own. They are not so warmly clad." In the sort of weather

experienced of late, dryness is an essential preliminary to warmth, and the new rubber boots and mackintoshes are a boon. It may be mentioned that the War Office recently ordered a large supply of waterproof wader-stockings for the men, devised by Mr. F. B. Behr in co-operation with Colonel Webb and Captain Jenkins, of the City of London Regiment R.F., and Messrs. C. Farlow.—[Photo. by Photopress.]



MAKING THE CHEERFUL NOISE THEY LOVE: BRITISH SOLDIERS WITH AN ACCORDION, AT THE FRONT, SOMEWHERE IN FLANDERS.

Neither war nor weather can check the cheeriness of our soldiers. There should be a ready response to a suggestion that more mouth-organs should be sent them. "They are in very good heart and contented," says "Eye-Witness," but adds, "There is one thing which nearly all of them refer to when asked, and that is the lack of means of making a 'cheerful noise,' or, in other words, the dearth of

mouth-organs." Our photograph endorses the further comment that "When the men are collected in the burrows and dug-outs behind the firing-line in the long, dull evenings, any musical instrument is a godsend." When sending instruments, except in the cases of individual gifts, parcels should be addressed to the care of the Military Forwarding Officer, Southampton.—[Photo. by Newspaper Illustrations.]

HOW IT WORKS: III.—AN AIR-BOMB.

BOMBS have been used freely by the air-craft of both sides in the war, with the difference that while the Allies' airmen aim only at military forces, works, or war-ships, the Germans have dropped many on undefended places and have killed thereby numerous civilians.

The recent German air-raid over Norfolk, when bombs were dropped on Yarmouth, King's Lynn, and other places, lends closer interest to the subject of the construction and mechanism of such aerial missiles, especially as the Germans have told us that the raid was only a beginning. With reference to the diagram in the right-hand illustration, the *Scientific American*, by whose courtesy we reproduce it, says—

"Bombs or 'drop projectiles' adapted to be dropped from air-craft are of relatively simple construction, as they do not have to withstand the accelerating force of powder gas. A typical projectile is shown in the



WITH THE SCREW-TOP REMOVED: THE UNEXPLODED GERMAN AIR-BOMB DROPPED ON ARMENTIÈRES.

Photograph by Illustrations Bureau.



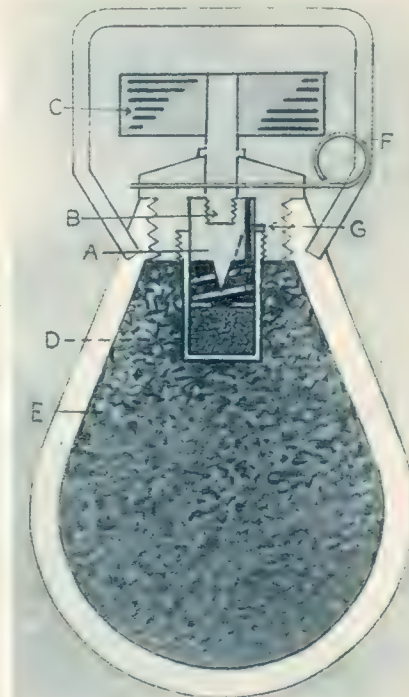
RECENTLY DROPPED ON ARMENTIÈRES BUT WITHOUT EXPLODING: A GERMAN AIR-BOMB.

Photograph by Illustrations Bureau.

diagram. The firing-pin *A* is locked by the screw *B* to make explosion impossible during transportation or on landing. A safety wire *F*, which is removed before dropping, is an additional safeguard.

When the bomb is dropped the resistance of the air causes vane *C* to rotate, which unscrews the screw *B* and releases the firing-pin *A*. A stop-pin *G* keeps the firing-pin from rotating, but does not interfere with its forward motion. On impact, the firing-pin *A* strikes the detonator *D* and explodes the high-explosive charge *E*." Another type of air projectile, the Martin Hale bomb, must drop about 200 feet before the rotation of the propeller releases the stop-pin. The damage done by an air-bomb is caused not only by the impact and force of the explosion, the falling of masonry, and the scattering of the bomb's contents and fragments, but also by the fumes given off by a bomb, which may have a

stupefying or fatal effect on those who are unlucky enough to be within reach of them. Some of the bombs carried by Zeppelins weigh 100 lb., and the latest air-ships of that type could carry about forty of these—others only some twenty-five. One such bomb fell at Yarmouth, and failed to explode. Besides explosive and incendiary bombs, air-ships also throw out illuminating bombs designed for lighting them on their way and enabling them to see their objective.



SHOWING ITS CONSTRUCTION AND MECHANISM: A SECTIONAL DIAGRAM OF A TYPICAL AIR-BOMB.

By Courtesy of the "Scientific American."



"QUE PEAU": THE DOG-MASCOT OF A FRENCH FIELD-ARTILLERY BATTERY.

Just as our soldiers have their regimental mascots, so it is with the French. There are not many French corps which have not adopted some animal as their mascot. The dog seen here is the mascot of the 7th Battery of Field Artillery. "Que Peau" is his name, abbreviated from "Il n'y a que le peau"—i.e., he has only his skin—to offer for France; but he offers it.



SMALL BUT DEADLY: A GERMAN TRENCH-MORTAR TAKEN NEAR NIEUPORT.

The trench-mortar above, with its wheels on, can be run about by two men. The barrel, with its recoil-cylinders, weighs 128 lb.; the bed, or mortar-carriage, 928 lb.; and the complete piece on wheels, 1160 lb. The wheels are 32 inches apart. The spherical shell weighs 187 lb., ranging 350 yards, with 43 degrees elevation.—[Photo. by Illustrations Bureau.]



OCCUPIED IN MAKING STRAW SHOES AND IN DECORATIVE GARDENING: FRENCH AND OTHER PRISONERS IN A GERMAN CAMP AT ZOSSEN.

Zossen, where these interesting photographs were taken, is about twenty miles from Berlin, with which it is connected by a military railway parallel to the ordinary line. The illustrations show: (1) Prisoners exercising; (2) A French artificial garden decoration in the prison grounds, containing the words "Komp. 2c. Regt." and others not visible; (3) Prisoners fetching their soup; and (4) French and other prisoners

making shoes, or *sabots*, of straw. The word "Zossen" is on their caps. The total number of war-prisoners on January 1st, according to the "Temps" correspondent at Geneva, was 1,179,800. The Allies had 604,200; Germany and Austria, 575,600. The correspondent added that "about 30 per cent. should be deducted from the number officially given by Germany."—[Photos. by St. Stephen's Intelligence Bureau.]



ARMoured AGAINST WINTER'S "SHAFTS": CONSULTING THE COBBLER IN A BRITISH CAMP. Armour is of little avail against modern missiles, but it has been found necessary to wear "armour" against the shafts of winter. "Eye-Witness," in describing the various efforts made to mitigate the hardships of a winter campaign for our troops, mentioned last November that "the men are being provided with skin-coats in addition to their great-coats." The British soldier's goat-skins have since



IN GOAT-SKIN "ARMOUR": A BRITISH TROOPER HARNESSING HIS HORSE. been a familiar feature of photographs from the front. Writing more recently, "Eye-Witness" said: "Most of our prisoners express the greatest admiration of the excellence of our clothing, which appears to be considerably better in quality and warmer than theirs." The British trooper's affectionate care for his horse, exemplified in the second illustration, is traditional.—[Photos, by C.N.]



WHERE BRITISH TROOPS FOUGHT WITH BAYONETS IN THEIR HANDS AND KNOCKED OUT MANY GERMANS WITH THEIR FIRST REPULSE OF

The little mining village of Givenchy, 2½ miles from La Bassée, which is held by the Germans, and about six miles from Bethune, has more than once been the scene of desperate fighting, in which both British and the Indian troops have distinguished themselves. Givenchy is important because it stands on rising ground and commands the high road from La Bassée to Bethune. On Monday morning, January 25, the enemy

again suddenly attacked the Allied positions. "At 8 a.m.," writes "Eye-Witness," "the Germans launched an assault against the British and French on the south of the canal, and at one point penetrated our line for some hours at close the village, our men me About the same time they also attacked heavily our troops in Givenchy, north of the canal, and, passing the village. The Germ attacks on the north-eas over our front trenches, temporarily gained a foothold in the place. But as their infantry surged through



THEIR FISTS REPULSE OF THE GERMAN ASSAULT ON GIVENCHY, WHERE "FIGHTING OF THE MOST DESPERATE NATURE" TOOK PLACE.

When the Germans launched their assault on the village, our men met them with cold steel, killing a hundred with the bayonet. Fighting then proceeded for some hours at close quarters, but by noon we had reoccupied the whole of our original trenches round the village. The Germans showed the utmost determination in this quarter, delivering no less than five attacks on the north-east corner of Givenchy. . . . The total casualties of the Germans are reported to have

amounted to considerably over 1000. . . . In Givenchy village the fighting was of a most desperate nature, being in many cases at close quarters. Our men in many cases fought with bayonets in their hands, and even knocked out many Germans with their fists." In our drawing, the British troops, including Highlanders, are seen advancing from the left.—[Drawn by Alfred Bastien.]



SEEN FROM A GERMAN AEROPLANE, 8000 FEET UP: COUNTRY NEAR SOISSONS, WHERE FIERCE FIGHTING HAS RECENTLY TAKEN PLACE.

This photograph, from a German paper, shows part of the scene of the recent battle between the French and Germans. It also illustrates some remarks of "Eye-Witness" on aeroplane reconnaissance. "The really first-rate observer," he writes, "must possess extensive military knowledge in order to know what objects to look for and where to look for them; he must have very good eyesight; and he must have

the knack of reading a map quickly, both in order to mark correctly their positions and to find his way. To reconnoitre is not easy even in fine weather, but in driving rain or snow . . . or in a gale . . . the difficulties are immense. . . . From the altitude necessary to escape the projectiles of anti-aircraft guns columns of transport or of men are easily missed."



ON THE ROAD TO TABRIZ, THE SCENE OF MUCH FIGHTING BETWEEN RUSSIANS AND TURKS: A PERSIAN HIGHWAY (WOMEN IN PANNIERS).

Our photograph, a snapshot taken on a high road in North-Eastern Persia, in the neighbourhood of Tabriz and the Turkish frontier, will give a useful idea of the rugged and sterile nature of the mountain districts in that quarter of the Eastern war-area. It shows, in addition, the kind of roads that traverse the Persian borderland, along which the Turkish troops, with their accompanying horde of Kurd

irregulars, passed when making their descent on Tabriz. Throughout Northern Persia the so-called high roads are but little better than roughly cleared strips across the hard, rocky ground, allowing room for two lines of vehicles to pass, the track being marked by pushing to either side the loose stones that crop up on the surface everywhere. Tabriz was occupied by Russia on Jan. 30.



DESTROYED BY THE GERMANS BEFORE THEY SURRENDERED TO JAPANESE AND BRITISH : HEAVY ARTILLERY MATÉRIEL MADE A HEAP OF SCRAP-METAL.

This photograph of destroyed German heavy artillery *matériel* at Tsing-tau, as found on the defences after the surrender, shows, for one thing, what the Allies may expect to find when at length the time comes for the invasion of Germany and the taking of the German fortresses on the Eastern front and along the Rhine. For another, incidentally, it affords an example of the thoroughness of German

destructive methods. Little more than intertangled heaps of ironwork and steel, practically only scrap-metal, are left of the solidly framed gun-mountings, gun-carriages, and elaborate mechanical gear, as the illustration shows, utterly disabled, wrecked, and overturned. The intention, of course, was to leave only *débris* useless and beyond reconstruction or salvage by the victorious enemy.—[Photo. by G.P.U.]



BLOWN UP BY THOSE WHO FOUGHT IT: A 21-CENTIMETRE KRUPP SIEGE-HOWITZER WRECKED BY THE GERMANS BEFORE SURRENDER.

On this page we see a heavy German fortress-piece, a 21-centimetre Krupp siege-howitzer, weighing, by itself, upwards of 6 tons, blown up and upset with its ponderous carriage and massive steel-mounting in its concrete-built emplacement. A companion illustration from the same locality, on the fortifications of Tsing-tau after the capitulation of the fortress, is shown on the opposite page. According to the

laws of war, a beaten antagonist is empowered, before surrendering, to destroy all Government property and war-material in his possession, in order that it may not be of service to the enemy. That is a legitimate act of war, but the demolition must take place before the flag of surrender is hoisted, while the effects destroyed are legally in the keeping of the still-resisting combatant.—[Photo, by G.P.U.]



A GERMAN COMMANDER AND HIS "PALACE": THE QUARTERS OF GENERAL VON RUNCKEL AND HIS STAFF DURING THE CROUY FIGHTING.

In the German paper from which it is taken this drawing is thus described: "At the battle of Soissons. General von Runckel standing before his 'palace,' which he inhabited during the many weeks' fighting round Crouy. The 'upper storey' was occupied by his staff, while the rest of the officers and men were in dug-outs and communication-trenches." Crouy is a village near the famous Hill 132, so long

a bone of contention between the French and the Germans. The German official report of the recent struggle near Soissons compared it with the battle of Gravelotte, and continued: "The French losses of January 12-14, 1915, however, probably surpass those of August 18, 1870, by a considerable amount." Anticipating, perhaps, that there might be a doubt on the subject, the report adds: "This is the truth."